

IGNORANT, SAYS HYDE, OF CUMMINS LOANS

Chamberlain Charges "Conspiracy Is Behind Misrepresentations" Against Him.

TIRED OF BEING ASSAILED

Defending His Administration, Declares No City Money Has Been Lost, Nor Is Any in Jeopardy.

City Chamberlain Charles H. Hyde issued a long statement yesterday, in which for the first time he takes cognizance of the accusations against him which have grown up around his friendship with William J. Cummins, of the Carnegie Trust Company.

"There is a malicious political conspiracy behind these reports and misrepresentations," says Mr. Hyde, and though he has up to this time, by the advice of his counsel, Samuel Untermyer, refrained from answering the reports, he has now grown tired of sitting by while his reputation is "being assailed in the dark."

With passing reference to the famous cruise of the Stop-a-While in the Florida Everglades, as the time "when I was ill and away last winter," Mr. Hyde goes on to give a statement of the relations between the Northern Bank and the City Chamberlain's office, which sums up the statements and letters previously given out on this matter by Mr. Hyde and Controller Prendergast.

His statement then, after hinting that the deliberations and testimony before the grand jury which is investigating the Carnegie Trust tangle are not as sacredly guarded as they should be, makes flat denial of any knowledge of the Cummins syndicate loans, which it has been learned were secured from banks in which city deposits were made.

The City Chamberlain declares that "every bank and trust company failed to solicit deposits of city money," and that he had no knowledge of the manner in which that money or other funds of the banks which received such deposits were loaned out.

Specific as to Savoy Trust.

He makes his denial of such knowledge specific in the case of the Savoy Trust Company, and as to the augmented city deposit in the Hungarian-American Bank, coincident with a loan by that bank to the Cummins group, Mr. Hyde says he has looked the matter up, and found that on the day he made that deposit in the Hungarian-American Bank he made deposits of city money in nineteen other banks and trust companies.

The average bank balances of city money in 1910, says the Chamberlain, were far more than double those at any time in the city's history, reaching a high water mark of \$61,500,000 on March 21 of that year, following the bond sale. The average bank balance during April, May and June of that year, he continues, was over \$50,000,000.

Mr. Hyde goes on as follows:

By the advice of my counsel, Mr. Samuel Untermyer, I have up to this time refrained from replying to the misstatements and reports that are being circulated from day to day as representing testimony before the grand jury. It is difficult to believe that the grand jury room is being invaded by outsiders, and that the proceedings for publication, in violation of law, but the stories purporting to emanate therefrom are so persistent and so substantial that I am compelled to make a statement.

There is a malicious political conspiracy behind these reports and misrepresentations, and I have given the grand jury my best efforts to bring them to light. It is impossible for me to reply in detail, since I have no right to do so. I have decided to issue this statement to warn the public against placing any credence in them.

Says City Has Lost Nothing.

Perhaps the first thing the public would like to know is that notwithstanding all the talk, not a dollar of the city's money has been lost and not a dollar is in jeopardy.

The first of the many statements that have been made to the public to connect me with the Carnegie Trust tangle, is that I am a director of that bank. I am not. I am a director of the Carnegie Trust Company, which has been busily engaged in endeavoring to get the public to believe that I am a director of that bank.

Coming then to a discussion of the relations of his office with the Cummins syndicate, which was in control of the Carnegie Trust Company before that institution went into the hands of the State Banking Department, Mr. Hyde says in effect that the only basis for any question was the story of Robin.

The coincidence of loans by some nineteen banks and trust companies to the Cummins syndicate at or very near the time when those nineteen institutions received augmented deposits of city money is "suddenly discovered," says Mr. Hyde, and this syndicate was composed of men "who were supposed to have my friendship."

With Robin's story as a basis, it is suddenly discovered that a syndicate or association of banks and trust companies

WHAT ARE YOU GOING TO DO?

The Tribune tells to-day how a great many property owners have resisted, in the many legal ways open to them, orders intended to make their buildings safe. There are thousands of others whose responsibility in case of a disaster would be unquestionable. Property owners can supply an immediate answer to The Tribune's repeated question.

WHAT ARE YOU GOING TO DO?

WOMAN WILL BE MAYOR

Mrs. Ella Wilson to Take Office as Executive of Kansas Town.

Honnewell, Kan., April 9.—Mrs. Ella Wilson will be Mayor of this town after all. Mrs. Wilson has received her certificate of election, and on Monday, it is said, she will be sworn into office.

The result of the election was a tie vote between Mrs. Wilson and O. M. Akers. Each received twenty-four votes. Then the judges of the election voted the office to Mrs. Wilson. A few days later the Council reported that Mrs. Wilson should have been credited with only twenty-three votes and proposed to seat Akers.

The city secretary said Mrs. Wilson's election was valid, and yesterday the Council yielded and acknowledged her victory.

COULDN'T GET RED SUIT

Attacked Tailor Who Wouldn't Match His Hair.

When Louis Watin, a tailor with a shop at No. 1821 Bathgate avenue, was unable to comply yesterday afternoon with the request of a young man with red hair who wanted a suit to harmonize with his hair, an argument ensued which ended only when Watin was rendered unconscious by a blow on the head, inflicted with a heavy clothes brush. He afterward said that five young men had entered his shop and attacked him.

Watin said one of the men had red hair, and declared he wanted to buy a suit. After showing them every sample piece of cloth he had, Watin said the auburn haired youth upbraided him for failing to produce a piece of cloth that would match his hair, and when Watin ordered them from his shop the five set upon him and beat him. The police say the men belong to a gang.

BOY HANGS SELF IN BARN

Fearing Foster Parents Might Send Him Back to Asylum.

Bridgeport, Conn., April 9.—Willie Ryan, sixteen years old, hanged himself yesterday afternoon in the barn of his foster parents, Mr. and Mrs. Ernest H. Niver, in Stratford. It is believed the act was the result of a fear that he might be returned to the St. Francis Orphan Asylum, at New Haven, from which he was taken two years ago.

Recently young Ryan built a bonfire which did considerable damage to a neighbor's property. As a means of punishment Mr. and Mrs. Niver told the boy that they thought they would have to return him to the asylum if he were not more careful.

This threat seems to have so worked on the lad's mind that he decided yesterday that rather than return to the asylum he would kill himself. He therefore took a rope from the neck of a calf which he had just led into the barn, and slipping it over a beam put the other end around his neck and jumped.

FIRE RAGES UNDER STREET

Took Three Days to Solve Mystery of Persistent Smoke.

Guests of the Hotel Aberdeen, at No. 17 West 32d street, and householders in the vicinity were greatly relieved last night when the Fire Department discovered a mysterious underground fire which had smoked since Friday.

A search for the fire was made immediately when smoke was first noticed issuing from the pavement in front of the hotel on Friday, but no fire was found, and from being puzzled at first people grew to be alarmed as the smoke continued to pour forth mysteriously.

It continued all day Saturday, while the Edison Electric Company's emergency corps searched and searched, but in vain, for a defect in the insulation that might cause a fire in some part of the boiler room beneath the street, and when the smoke did not cease yesterday morning E. H. Manning, the manager of the hotel, sent a call to Truck Company 24.

Under Chief Ross the firemen started to dig up the roadway, and about twenty-five feet of the asphalt was taken up in front of the hotel. After digging six feet down the firemen came upon a number of heavy planks which were burning beneath the ground.

It is supposed that the planks were part of the shoring used during the construction of the Pennsylvania tunnel, which runs beneath the streets. The firemen think that the boards were ignited by the boilers of the Aberdeen, which are separated from the street by a cement wall. The firemen's labors were prolonged far into the night before they found what 32d street residents had come to consider was a little private volcano of their own.

MASCOT INDIGNANT AT FIRE

Dog Bites a Policeman Who Puts Him Outside the Lines.

Indignant because Patrolman Bernard J. Coffey drove him back with a crowd of curious persons from in front of No. 4 Canal street yesterday afternoon, a canine mascot of Engine Company 11 bit the patrolman on the leg just above the ankle and disappeared in the tangle of fire apparatus.

After the fire Coffey hobbled to Gouverneur Hospital. The wound was cauterized and he returned to his post. "Watch will be kept over the dog."

LINER IRENE AFLOAT, PRACTICALLY UNHURT

Captain Overcome with Emotion as Great Vessel Leaves Treacherous Sand.

HUNDREDS SEE SHIP FREED

Gale That Is Feared To Be Undoing of Boat, Proves To Be Force Necessary to Release Her.

After a sojourn of eighty-three hours in ten feet of treacherous sand on the beach of Fire Island, the North German Lloyd liner Prinzess Irene was freed yesterday. At 3:45 p. m. the vessel that cost her owners \$1,500,000 to construct floated safely into deep water, practically undamaged.

She was glad to get away into depths she had been accustomed to, and although her engines were not working there was an abundance of steam in her boilers to feed her whistle for three long and strong blasts, her expression of gratification.

According to one who was close to him at the time, the color rushed to the face of Captain von Letten-Petersen as he felt the Irene moving from her half-made grave off Lone Hill. He smiled and said something in German to his chief officer, and his eyes were moist.

The entire crew broke forth into loud cheering, which was plainly heard aboard the tugs that were straining at the stout hawsers. The cheers were long and prolific. It seemed as if the husky Teutons would never cease, and after the liner was on her way to port in tow of tugs the shouting of the German sailors broke out afresh.

Long before daylight, at 4 a. m., the wrecking tugs took hold of the Irene and pulled on her. She strained on her lines from the kedge anchors, but without effect. The tugging continued until the high water began to ebb, and then it ceased. The Irene was where she was the night before.

Sailors See a Good Omen.

It was then that a good omen was observed by the sailormen and the life-savers who dabble somewhat in superstition. When the tide ebbed and the Irene was found to be in the same old berth of sand there was apparent discouragement among those aboard.

The wreckers, too, were not over-pleased, but they hoped for better luck on the high tide of the afternoon. Hardly had the hawsers slackened when the life line rigged from the deck to shore for the breeches buoy snapped. This was the good omen for the sailormen. Even the men of the surf could see a harbinger of good luck in the snapping of the line.

"I don't see how they are going to do it," said one of the men from the Lone Hill station, "but it seems to me as if the parting of that line looks as if she won't need us much longer. It means that she's going to get off."

"It'll take a heap of superstition to get her into deep water," replied a fellow life-saver, who had overheard the remark. "There's a good stiff breeze coming up from the southeast, and that's going to push her in further than she was before, if that is possible."

The only notice taken of the line parting incident on the part of Captain Goddard of the Lone Hill station was to order out the mortar and hold his men in readiness to shoot another line over the vessel if the vessel seemed to need it.

Signs of a Southeaster.

Captain von Letten-Petersen and his staff, as well as the surf men ashore, kept their minds on the disturbance that was gloowering in the southeast. No one connected with the releasing of the Irene cared to see the southeaster come in.

It was the one thing they had hoped would keep away. It was the weather condition that forecasted doom for the stranded liner. The southeaster, it had been said, would drive in a terrific surf, the kind that breaks up ships quickly. Anyway, it would tend to push her further over the wrong side of the bar.

The southeaster came. The unbidden wind howled and blew the snow from the liner's deck. It dampened the hopes of the men on board. It drove a vicious army of combers pounding against the helpless liner, but it released the Prinzess Irene. The friend had come in the guise of a relentless enemy, and saved that which it had apparently come to destroy.

This friendly ruse of a gracious gale was realized when the tugs began their operations in the afternoon. While it had brought the surf it had also pushed in an exceptionally high tide, a tide big enough to float the stranded steamship. She might have lain there for days before another such flood would have come in, and meanwhile she would have worked herself deeper into the bar.

Many Sightseers on Beach.

The releasing of the Irene was a big show, attended by a motley audience of about four hundred persons. There were men and women in Easter purple and fine linen who had left costly touring cars at Sayville to have a look at the Irene.

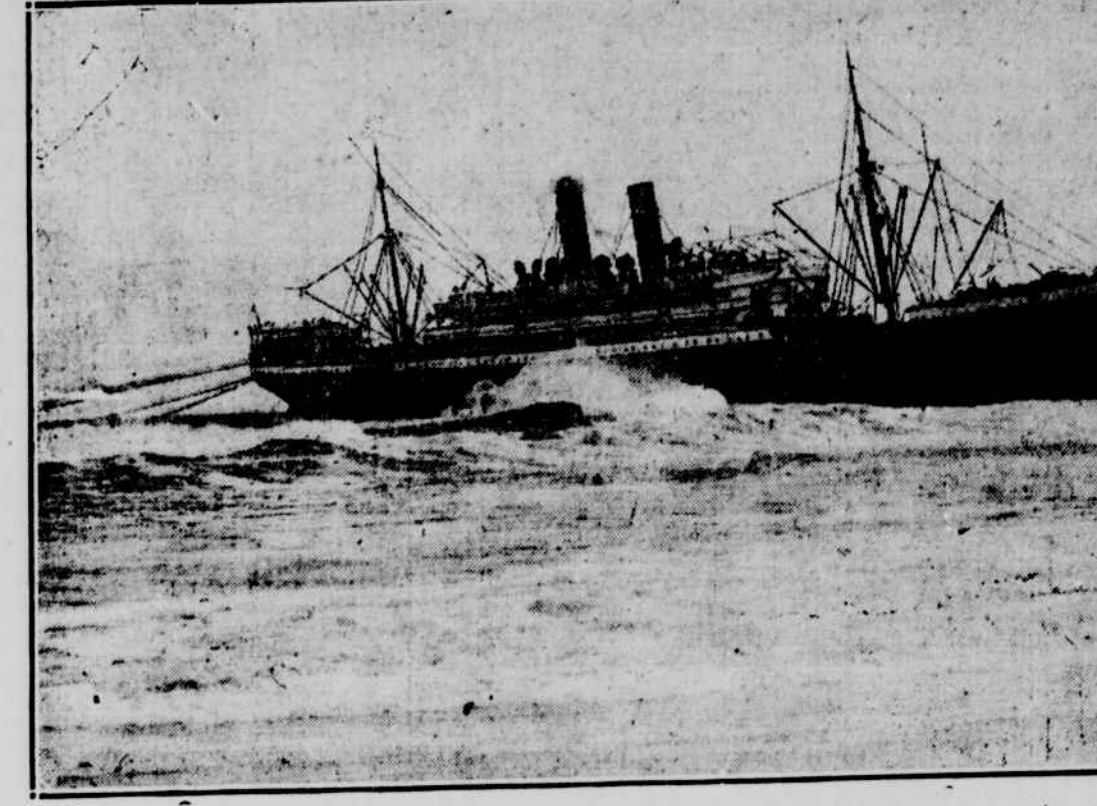
It had not been guaranteed by the wreckers that she would be released, but they came anyhow to have a look at a real shipwreck. They stayed until the liner was in and saw a near-wreck transformed into a liner that any company would be proud to own. They lingered after she was released and saw a million-dollar liner towed slowly away to the westward none the worse for her mishap, except a shattered rudder post.

The "Four Hundred" on the beach gaped when the Irene took to deep water. Oystermen, life-savers, fishermen, yachtmen, landlubbers from the city, all filled with the notion that she was there to stay, said something like "I'll be hanged" or thereabouts when the big prisoner of the beach was turned loose into the sea.

The release of the Irene was accomplished in three days, and that each Atlantic trip a month.

Continued on second page.

PULLING THE PRINZESS IRENE OFF THE SHOALS.



Photograph taken of the North German Lloyd steamship just as the tugs began to move her. The hawsers on which they pulled can be seen stretched from the liner's stern.

DEATH FOLLOWS A BLOW

Bible Student, Attacked in Street, Dies in Hospital.

WAS ONCE AN ANARCHIST

Sole Witness Says He Saw Man Strike Victim in Face and Then Run Away.

Luigi Usay, twenty-eight years old, who, two and a half years ago, was converted from anarchism and became a divinity student, died yesterday in Flower Hospital from a fracture of the base of the skull, resulting from a blow he received at the hands of an unknown man on Saturday.

Last night detectives from the East 67th street station arrested a man who described himself as Otto Schaffer, a laborer, of No. 417 East 64th street, at 62d street and Second avenue. He was locked up, charged with assault.

After the police had learned more of the affair the charge was changed to that of homicide. Schaffer was arrested by Detectives McGee, Skelly and DiGillo. They said he admitted striking Usay. He was asked what caused the quarrel, and the detectives declared he told them that he understood that Usay had insulted his (Schaffer's) wife.

Usay was a student at the Bible Teachers' Training School, Lexington avenue and 49th street, and lived at the home for the Italian students of the school, at No. 239 East 60th street.

The Rev. W. W. Ketchum, secretary of the school, said that Usay came to this country from Sicily five years ago, a red hot anarchist. Two and a half years ago he attended an evangelist's tent meeting and was converted. He immediately took up a study of the Bible and entered the training school. Of late, Mr. Ketchum said, Usay had been acting as an assistant to the Rev. Francis Trapani, at the John Hall Memorial Chapel, 63d street and First avenue, and it was expected that he would be ordained soon.

Usay was attacked about 5 o'clock on Saturday afternoon at 59th street and First avenue. A boy named Thomas Oronan, of No. 34 Sutton Place, is the only actual witness to the assault that the police have found. He said he saw a man of medium build and wearing a black soft hat and dark clothes strike Usay in the face. The student fell, striking the back of his head, and this probably caused the fracture of the skull, the police think. The assailant ran up 59th street and turned into Second avenue, where he was lost in the crowds.

Thomas Farley, of No. 1053 First avenue, also saw a man running away, but said he did not witness the actual assault.

Patrolman James Tierney, of the East 51st street station, was the first policeman on the scene. He found Usay lying in the street in an unconscious condition and called Dr. Crook from Flower Hospital.

There was a cut on Usay's lip where he had been struck by the assailant's fist. The injured man was removed to Flower Hospital, but he remained in a semi-conscious condition up to the time that he died and was unable to give any reason for the assault.

His body will be taken care of by the Training School.

TRANSATLANTIC AIRSHIPS

Monster Vessels Designed in Germany—150 Passengers.

London, April 10.—Germany intends to lead the world in the construction of huge lighter-than-air vessels and to begin aerial navigation on an unprecedented scale. According to information furnished by the Berlin correspondent of "The Standard" two companies are in process of formation for this purpose.

One of them has decided to adopt the plans of a German engineer, Herr Boerner, for the construction of a monster airship, with a capacity of 120,000 cubic metres, so that the new vessel will be eight times larger than Count Zeppelin's latest creation. Apart from the officers and crew, numbering together one hundred, the airship will be capable of carrying two hundred passengers.

Two of these new airships, according to the plans of the organizer of the company, will be employed for passenger traffic between New York and London. Owing to the greater quantity of luggage carried on such voyages the vessels will limit their number of passengers to 150.

Herr Boerner says that the transit from New York to London will be accomplished in three days, and that each Atlantic trip a month.

FASTEST DREADNOUGHT

New British Warship Makes a Record of 29 Knots.

London, April 9.—The new battleship-cruiser Indefatigable has made the record speed for Dreadnoughts of 29 knots.

The Indefatigable was launched at Devonport in October, 1909. In her trials, in December, 1910, she is said to have made 22 knots under reduced power.

TWO HUNDRED DIE IN FIRE

Scene of Horror in a Thatched Building at Bombay.

Bombay, British India, April 9.—Two hundred men, women and children were burned to death to-night in a fire which destroyed a thatched structure in which they had gathered for a festival. Five hundred persons were in the building when the fire broke out. There was only one exit, and an indescribable panic ensued.

JOHNSON CLOSE TO DEATH

Physician Says Ex-Mayor's End Is Very Near.

Cleveland, April 9.—A. B. Du Pont, former associate of Tom L. Johnson, came from the sick room at 10:30 o'clock to-night and told reporters that Dr. Oscar Thomas, the attending physician, said Mr. Johnson was dying and that the end was a matter of minutes.

TWINS NEARLY 78 YEARS OLD

New Hampshire Brothers Cannot Be Told Apart.

Portsmouth, N. H., April 9.—The oldest twins in New Hampshire are to celebrate the seventy-eighth anniversary of their birth on April 12. They are Lafayette V. and Albert M. Newell, of this city.

The Newell brothers are regarded as the most remarkable twins in the Granite State. They are so alike they cannot be told apart. They not only look alike, but talk alike, sing alike and walk alike. The only means of distinguishing them is by their clothes. Until he was twelve years old Albert wore a string of red beads around his neck, so that his mother could tell him from Lafayette.

AGED COUPLE DIE TOGETHER

Lifelong Desire of Mr. and Mrs. Irish, of Oneonta, Granted.

Ringhamton, N. Y., April 9.—The lifelong desires of Mr. and Mrs. Raselas Irish, of Oneonta, that they should not be separated in death were strangely granted by fate to-day, when they died within an hour of each other. They will be buried together.

Mr. and Mrs. Irish had been married sixty-seven years, and as they grew old their great dread was that one should survive the other for a considerable length of time. In both instances death was due to pneumonia. Mrs. Irish died first, and the undertaker had just finished preparing the body when Mr. Irish expired. They leave four children, fourteen grandchildren, sixteen great-grandchildren and four great-great-grandchildren.

WOMEN ASK FOR LICENSE

Boston's Exclusive Organization Already Has Smoking Room.

Boston, April 9.—After a long, hard struggle between two opposing factions, the license members of the Chillon Club have won their point and the well known women's club at No. 152 Commonwealth avenue, numbering in its membership some of the most prominent women in the city, is seeking a license to sell spirituous liquors.

Cigarettes are already sold in the clubrooms, being served on trays by waitresses. The club smoking room is on the roof and only members are allowed. No guests, men or women, can ever visit the roof smoking room.

PINNED UNDER AUTOMOBILE

Driver Hurt When Car Turns Over—Companions Escape.

Charles A. McCartney, of No. 281 7th street, Brooklyn, is in a serious condition in Seney Hospital as the result of his automobile turning over in the South Road, near East Islip, yesterday. Three companions who were in the car escaped with slight injuries. All except Mr. McCartney, who was at the wheel, were thrown clear of the heavy automobile.

His jaw and right arm were broken, and he is thought to have been internally injured. Mr. McCartney's companions carried him aboard a train, which was met at the Atlantic avenue station of the Long Island Railroad, and he was rushed to the hospital. He is the superintendent of the John Masury Paint Works, at No. 59 Jay street.

WAGE BATTLE OF DELAY AGAINST FIRE PROTECTION

Property Owners Place Obstacles in Way of Bureau of Buildings.

RICH ESTATES OFFENDERS

Inspectors Report Consistent Aversion of Astor Agents Toward Obeying "Fire Escape Orders."

POLITICIANS ALSO LISTED

Congressman Levy and W. Bourke Cockran, Brian G. Hughes and Others Fight Efforts to Safeguard Employees, and City Puts "Violations" in Hands of Legal Department.

The habitual resistance of property owners to the orders of the Bureau of Buildings is one of the chief obstacles to the proper safeguarding of the city against a repetition of the Washington Place disaster.

The table given below is taken from a list of 350 "violations" of "fire escape orders" of the Bureau of Buildings, which have been sent along to the office of the Corporation Counsel for prosecution, which list was referred to last week in a public letter from a city official to Seth Low.

In the cases cited below, which run from December, 1904, to the present time, shows only the preliminary fighting in this battle of delay—the time expended by the Bureau of Buildings in an effort to force compliance with orders for fire escapes before passing them along to the city's legal department.

The following table gives some cases that have made much trouble for the Bureau of Buildings:

Building	Dept.	Order No.	Served	Location	Owner	Classification	Sent to Corporation Counsel
407 04	Dec. 9	04	12-20	East 133d st.	James E. ...	Brooklyn	July 3, 07
407 04	Jan. 9	04	12-20	East 133d st.	Thomas Sturges	Stores, offices and workshop	July 29, 09
44 08	Feb. 13	08	533	Tenth ave.	Chandler Estate	Stores and lodging house	Mar. 29, 09
450 09	Dec. 15	09	118-120	East 42d st.	Third Ave. R. R. Co.	Stores and factory	April 4, 10
22 10	Jan. 12	10	26	West 32d st.	Acorn St. Hughes	Store, shop and office	April 8, 10
117 10	Feb. 15	10	275-282	Bowery	Astor Estate	Store and lodging	April 8, 10
132 10	Feb. 21	10	132	East 32d st.	Jefferson M. Levy	Lodging house	May 16, 10
223 10	Mar. 11	10	74	West 47th st.	Arthur B. ...	Stores, warehouse and workshop	May 17, 10
235 10	Mar. 11	10	964-985	Third ave.	W. Bourke Cockran	Stores and workshop	May 17, 10
321 10	July 25	10	414-420	Broomfield st.	Astor Estate	Lodging house	Nov. 26, 10
343 10	Sept. 29	10	232	East 139th st.	John T. Oakley	Lodging house	Nov. 26, 10
603 10	Sept. 29	10	232-234	Lafayette st.	Dominick Abbate	Workshop	Nov. 26, 10
801 10	Dec. 15	10	125-127	Mulberry st.	Brian G. Hughes	Lofts	Mar. 1, 11
602 10	Dec. 14	10	55	Bowling green	Astor Estate	Lofts	Mar. 1, 11
829 10	Dec. 15	10	80-88	Crosby st.	Astor Estate	Workshop	Mar. 1, 11
829 10	Dec. 15	10	41	Fifth ave.	Farmer	Lofts	Mar. 1, 11
829 10	Dec. 15	10	41	Fifth ave.	Trust Co. trustee	Lodging house	Mar. 1, 11
829 10	Jan. 4	11	31	East 125th st.	Ed. Mark	Dwelling and stores	Mar. 30, 11
39 11	Jan. 17	11	84-86	Hudson st.	Goodell Estate	Factory	Mar. 30, 11
39 11	Jan. 17	11	80-82	Woolster st.	Provident savings	Workshop	Mar. 30, 11

In other records of the Buildings Department, those containing the reports and orders on "unsafe buildings—unsafe by fire," there is a sequel to one of the cases cited above, which discloses a story of escape from a disaster which might possibly have been more terrible than the recent Asch Building fire.

That is "Fire Escape Order 235-10," which, with its sequel, "Unsafe Building Order No. 525-11," translated out of the technical forms of the reports, shows this story. The building at Nos. 993 and 995 Third avenue, owned by former Congressman W. Bourke Cockran, was found inadequately provided with fire escape facilities in March, 1910, and on March 11, 1910, the owner was served with the following order by the Bureau of Buildings:

On the 39th street front of the building an iron balcony four feet wide, taking in the two million windows at the second, third, fourth and fifth stories, with connecting iron stairs and drop ladder to ground, also provide fireproof doors opening in elevator shaft in cellar; also scuttle not less than 2 by 3 feet, with stationary iron ladder to scuttle.

After nearly a year's delay, during which time both agents and owner united in the effort to evade or have the order modified, Mr. Cockran wrote to the Superintendent of Buildings as follows:

"I am the owner of property at Nos. 993 and 995 Third avenue, against which I understand there is a 'violation' filed in your office for failure to put on fire escapes